

# ABROAD

## PRAGUE

### *Stirrings*

A renewal of religious enthusiasm in Czechoslovakia has begun to supplant the civil-rights Charter 77 group as the target of persecution by the Communist government of this country. The enthusiasm came to a head last summer at a celebration at Velehrad in Moravia of the 1,100th anniversary of the death of St. Methodius, the apostle to the Slavs, which was attended by 100,000 Roman Catholics. Pope John Paul II was represented by the papal secretary of state, Cardinal Agostino Casaroli, who delivered a sermon. The Czech minister of culture, Milan Klusak, who was also present, was the subject of catcalls and jeers. The ensuing uproar led the government to cancel Cardinal Casaroli's scheduled appointments in Prague, which were intended to explore the state of the Czechoslovakian church. Polls show that in spite of persecution 36 per cent of Czechs over 15 in Catholic districts of the country are believers. (The corresponding figure for Protestants is slightly lower, but still impressive.) Cardinal Frantisek Tomasek, the 86-year-old archbishop of Prague, has told visitors that he is optimistic about the future of the church in Czechoslovakia, now that the government understands the real strength of religious sentiment among the Czechs. Nevertheless, formidable barriers to faith remain. Priests cannot be ordained without government approval; parents must have permission for their children to receive religious instruction; priests who disobey the rules governing catechism are deprived of their licenses and forced to work as laborers. A Communist publication recently accused the church of "raving hostility" toward the government and asserted that, since the Pope supported "aggressive circles of imperialism," strong resistance would have to be applied to "reactionary clericalism."

## MOSCOW

### *Evolution*

If you looked up *advertising* in the Great Soviet Encyclopedia in the Stalin era of forty years ago, you would have found it defined as "a means of swindling the people and foisting upon them goods frequently useless or of dubious quality." If you look it up today, you will find quite a different definition. The Soviets are now told that advertising is "the popularization of goods with the aim of selling them, the creation of demand for these goods, the acquaintance of consumers with their quality, particular features, and location of their sales, and explanation of the method of their use."

## ROME

### *What Is in Names?*

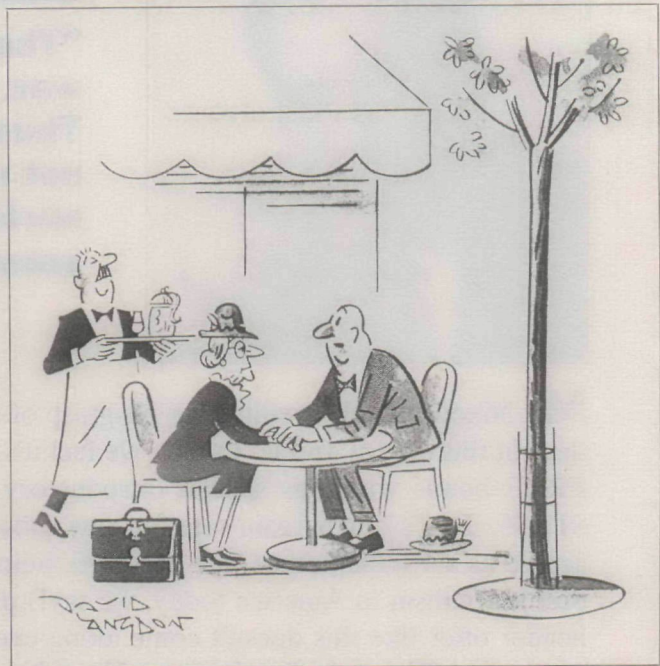
Territorial grievances, once embedded in history, die hard. Even in today's streamlined Europe, they continue to fester. A recent visit by the chancellor of Austria to the Italian capital provides a case in point. The visit was supposed to be concerned with questions of transport and trade, but it soon became dominated by discussions of the situation in the mountainous province of Alto Adige, on Italy's northeast frontier. The Alto Adige was long ruled by Austria under the name of the South Tyrol and

still contains a majority of German speakers. Incorporated into Italy in 1918 as a spoil of World War I, it has known disturbance ever since. In order to prove Italy's right to the territory, Mussolini started a practice of changing names on gravestones from German to Italian (e.g., Ludwig to Luigi). In the hope of allaying old antagonisms, the present-day republic of Italy pursued an enlightened policy of giving the Alto Adige a large measure of autonomy. This policy backfired with the election of a provincial government of neo-fascists representing the Italian minority. Disturbances multiplied, and the central government has decided to hold up any further measures of self-government.

## LONDON

### *Slow Trains to China*

The train trip to end them all began at Charing Cross Station here in mid-September when 130 passengers embarked on a journey commemorating the 2,100th anniversary of the Silk Route, the fabled opening to Cathay. The trip will take 44 days, cost each passenger £5,600 (\$7,300), and chug through ten countries. Voyages Jules Verne, the organizer, has spent five years on the project. Cities on the route include Paris, Salzburg, Vienna, Budapest, Istanbul, Ankara, Tiflis in Soviet Georgia, Baku on the Caspian Sea, Samarkand, Tashkent, and Alma-Ata. Once in China, the train will pass through Urumchi, Dunhuang, and Lanzhou, arriving finally at Xian, China's ancient capital and the Silk Route's terminus. Passengers will be riding in contemporary first-class compartments pulled by a variety of steam engines. Local fire departments along the route have been mobilized to provide water for the locomotives, many of them older than the passengers, whose average age is 52. In Turkey, there will be two engines in tandem to pull the train across the hilly terrain. On other stretches, there will be a second locomotive provided to haul the baggage cars. "The trip," says its sponsors, "is for travelers who like style."



"Does one have to be an East German spy to tell you how beautiful you are, Fräulein?"

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